

WEATHER OF THE ATLANTIC AND PACIFIC OCEANS

[The Marine Division, W. F. McDonald in charge]

NORTH ATLANTIC OCEAN

By H. C. HUNTER

Atmospheric pressure.—The pressure averaged less than normal over most parts of the North Atlantic Ocean during June 1934, but over the northernmost and extreme eastern portions, was above normal. The greatest departure at any of the selected stations was +0.25 inch at Lerwick, Shetland Islands.

The lowest reading noted at one of these land stations was 29.06 inches, at Julianehaab, Greenland, on the 1st.

TABLE 1.—Averages, departures, and extremes of atmospheric pressure (sea level) at selected stations for the North Atlantic Ocean and its shores, June 1934

Station	Average pressure	Departure	Highest	Date	Lowest	Date
	Inches	Inch	Inches		Inches	
Julianehaab, Greenland.....	29.84		30.32	10	29.06	1
Reykjavik, Iceland.....	29.99	+0.11	30.50	8	29.49	26
Lerwick, Shetland Islands.....	30.05	+ .25	30.40	2	29.48	19
Valencia, Ireland.....	30.05	+ .05	30.42	30	29.78	21
Lisbon, Portugal.....	30.03	.00	30.20	20	29.79	3
Madeira.....	30.06	-.02	30.20	27	29.69	3
Horta, Azores.....	30.12	-.12	30.48	20	29.74	14
Belle Isle, Newfoundland.....	29.84	.00	30.18	4	29.10	1
Halifax, Nova Scotia.....	29.91	-.06	30.40	4	29.58	15
Nantucket.....	29.90	-.08	30.41	8	29.46	20
Hatteras.....	29.96	-.05	30.21	8	29.63	18
Bermuda.....	30.10	-.03	30.26	3	29.74	17
Turks Island.....	30.01	-.02	30.15	29	29.93	19
Key West.....	29.98	-.01	30.11	29	29.78	15
New Orleans.....	29.94	-.04	30.17	29	29.51	16

NOTE.—All data based on a.m. observations only, with departures compiled from best available normals related to time of observation, except Hatteras, Key West, Nantucket, and New Orleans, which are 24-hour corrected means.

Cyclones and gales.—Pressure was low over the northwestern Atlantic as the month began; it remained so for several days and some gales were reported along the chief steamship lanes to northern Europe, mainly between the vicinity of Sable Island and the 30th meridian. The most important of these gales were connected with a comparatively small area of low pressure which originated near the Grand Banks on the 3d and advanced toward the east-northeast. This small area was centered on the evening of the 3d near 40° N., 51° W., approximately the location of the German liner *Europa*, which encountered wind of force 11 from the north, at 8 p.m. Another German steamer, the *Berlin*, reported wind of force 12, also from the north, during the forenoon of the 5th, at about latitude 48° N., longitude 33° W.

After the first week of the month, gales near or to eastward of the region of the Grand Banks were rare and mainly unimportant. The most noteworthy was encountered late on the 21st, not far to southeastward of the *Berlin's* location on the 5th, by the German M.S.

Skagerrak, which reported a maximum force of 10 from the north.

Tropical disturbance.—As early as the 4th disturbed conditions were noted near the Gulf of Honduras, and by the forenoon of the 8th a well-marked storm was indicated as moving northward, its center being a short distance to eastward of the city of Belize. The movement became more northwestward, and on the 9th the center crossed the tip of the Yucatan peninsula; then in the southwestern part of the Gulf of Mexico it slowly turned a leftward loop. Advancing again toward the north, the storm had attained marked strength by the 15th, and a few vessels, to southward of the eastern section of the Louisiana coast, reported pressures but little above 29 inches. From Louisiana the storm center moved over land in a northeastward course and reached New Jersey on the 19th, thence it was sometimes over water as it traveled to Nova Scotia and the north shore of the Gulf of St. Lawrence.

Several reports of gales connected with this storm have been received from the Gulf of Honduras to near the coast of New Jersey. The most notable of these was from the British S.S. *Author*, which about latitude 21° N., longitude 93° W., during the night of the 12-13th, met "heavy squalls of hurricane force". However, as far as reports at hand indicate, the marine losses in connection with this storm were of small importance.

Chart VIII shows the situation on the 16th, when the storm center was near the Louisiana coast line.

Fog.—On the whole, fog during June was less prevalent over the North Atlantic than it had been during May. The chief exception was noted from near Nova Scotia to the vicinity of New York Bay, where a considerable increase in the amount of fog was reported. Here the part of the month with least fog was the 15th to 22d. The 5-degree square of 40°-45° latitude, 65°-70° longitude experienced fog on 21 days.

In the general region of the Grand Banks the first 10 days of the month had comparatively little fog. For the whole month the square from 40°-45° latitude, 45°-50° longitude recorded the greatest number of days with fog in this region, namely 16.

A collision on the 4th, near the entrance to New York Harbor, and another upon Point Judith, R.I., breakwater on the 7th were attributed to fog. There was considerable damage in each instance, but no loss of life.

Trans-Atlantic aviation.—Early on June 29 the Adamowicz brothers started by airplane from Harbor Grace, Newfoundland, to descend 30 hours later in northwestern France, near Flers. The weather situation on the 29th is shown by chart IX.